

DESIGN CRITERIA

	Collector Arterial (Segment A)	Connector Street (Segments B, C, D, 122 nd /162 nd)
Purpose	Collect traffic from Connectors and deliver to Principal Arterials, are not intended to serve trans-regional trips, and generally will not provide route continuity for more than a mile or two.	Provide for direct vehicle, bicycle, and pedestrian connections between adjacent neighborhoods, and between neighborhoods and commercial areas
Number of Lanes	2 general purpose lanes and turn lanes as appropriate (left, right and two-way left turn lanes)	2 general purpose lanes and turn lanes if warranted (left turn lanes only)
Bicycle Lanes	On-street bike lanes may be provided even if alternative, close-by, parallel facilities are available (TMP specifies bicycle lanes on 172 nd south of 116 th)	Mixed with traffic, on street bike lanes not provided (TMP specifies shared lane use for 172 nd north of 116 th)
Landscape Buffer	Required to separate roadway from sidewalk; 5' min.	Required to separate roadway from sidewalk; 5' min.
Sidewalks	Both sides; 6' minimum (arterials); 8' min. (multi-modal)	Both sides; 5' min. detached, 6' min. adj. to roadway
On-Street Parking	Allowed only in commercial areas	Allowed where adequate roadway width is available (7' - 8' as per AASHTO urban collector)
Multi-Modal Designation	If designated as multi-modal corridor, shall include provisions for transit circulation and access (TMP defines 172 nd as multi-modal corridor)	Not applicable
Traffic Calming and Speed Reduction Measures	Are applicable primarily in areas where sensitive land uses (i.e. residential property, schools, public parks) directly about the roadway or are nearby	As warranted by adjacent land uses and traffic characteristics

Sources: TMP (Transportation Master Plan), PRO (Parks, Recreation and Open Space) Plan, and 172nd Avenue NE Corridor Study project website.

172nd Avenue NE Corridor Study